GRUMMAN plane news

Vol. 38, No. 21, November 9, 1979, Bethpage, N.Y.

Av Week reports

EF-111A excels in new flight tests

The U.S. Air Force's EF-111A Tactical Jamming System aircraft has exceeded the operational reliability and maintainability goals of the Defense Department, according to last week's issue of *Aviation Week & Space Technology*.

Philip J. Klass, senior avionics editor of the prestigious aerospace journal, reported from Mountain Home Air Force Base, Idaho, that the Grumman aircraft had completed 75 of 79 scheduled missions. He also noted that the reliability of the ALQ-99E electronic warfare system "is running 50 percent better than the target set by the Defense Department." The EF-111A, Grumman's largest Air Force contract, is designed to perform the vital mission of jamming enemy radars either from a stand-off position or accompanying friendly aircraft into enemy territory.

To date, Grumman has built two prototypes around the airframe of the F-111 fighter/bomber. One of these is the aircraft being flown in the Mountain Home testing.

Earlier this year the Defense Systems Acquisition Review Council approved qualified production of the first six EF-111A's while 150 further flight test hours were completed. To date, over 230 hours have been completed.

One Air Force master sergeant told *Aviation Week* that the Grumman-designed built-in test (BIT) provision which detects any malfunction in the system, provides "at least 1,000 percent improvement over any BIT I've previously used in other avionics systems. The AQL-99 is easily maintainable with BIT."

And, the Air Force pilot who flew the aircraft on its first supersonic jamming mission is quoted: "I feel that the program is much more advanced than when we finished the IOT&E (Initial Operational Testing and Evaluation), particularly the improvements in maintainability."

Three tons of sophisticated electronics equipment, including transmitters, receivers, antennas, computers and display equipment, have been incorporated into the two-place supersonic aircraft. Much of this equipment has been redesigned from the U.S. Navy/Grumman EA-6B Prowler. Exterior modifications include a thin, canoe-shaped radome 16-feet long on the underside of the fuselage to house the antennas for high-powered jamming transmitters and a new tail fin, topped with a pod, to enclose receiving antennas and associated equipment.

Hawkeye rider. *Pete Tyer (C) is the first E-2 'back-ender' to hit the 3,000 flight hour milestone. No naval flight officer or weapon system officer at Grumman or in the Navy can boast that. Recently, Al Verderosa (L) E-2/C-2 Program director, and Bob Smyth (R), Flight Test director, presented Grummanite Tyer with a special plaque commemorating the feat. (Photo by Bob Settles)*

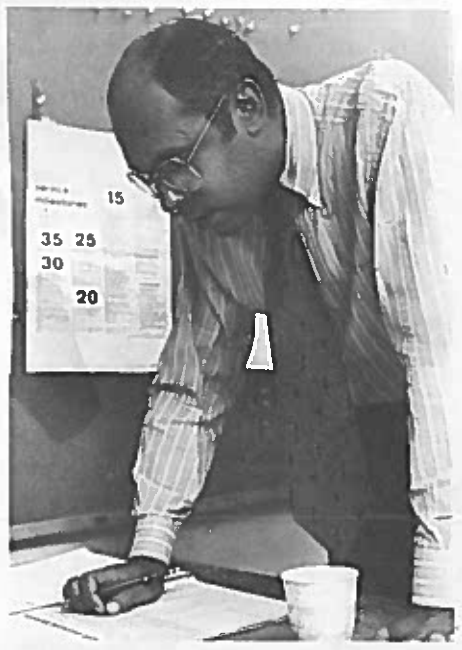
Myers named director

Robert J. Myers was named director of administration and resources. Since February 1978 he had been deputy director of business operations.

Myers first joined Grumman in 1957 as a member of the engineering department. In 1964, after a three-year absence from the company, he rejoined it to work on the Lunar Module Program and was later named as the program control manager, a position he held until 1967.

After undertaking several assignments in corporate planning and budgeting, he joined the F-14 program where he remained until he attended Harvard Business School's management development program while he was under the company's sponsorship. He returned to corporate planning and budgeting as deputy director and was later named director of the department.

Robert Myers



New Editor. *Fred Graves has joined Grumman as editor of PLANE NEWS. In the past, he has edited newspapers and other company publications for Philip Morris and Quaker Oats. A native of Chicago, he was once a reporter for the Sun-Times.*

Glynn honored

A Grumman systems engineer, Charles Glynn, was recently selected as Employee of the Month. By Boeing!

Glynn is one of 46 Grummanites who assist Boeing in the construction of its new 767 wide-bodied airliner for which Grumman is building center wing sections. He not only works directly with Boeing employees at its Renton, Wa. plant, he supervises a number of them, and they were all instrumental in his selection as their employee of the month. This was the first time the honor was bestowed upon a non Boeing employee.

The certificate presented to Glynn says in part: "The service that you have provided in support of airlines sales and negotiations is much appreciated . . . Your helpful and sincere attitude and talent for working and coordinating effectively with others makes you an asset to the group and a valuable member of the 767 program."

Charles Glynn (L), Boeing's J. T. Likes

Skurla Named Top Citizen

George Skurla, Chairman and President of Grumman Aerospace, will be given Dowling College's 1980 Distinguished Citizen Award. The announcement, made recently by Dowling's president, Dr. Victor P. Meskill, said the award will be presented next June at a testimonial dinner dance at Colonie Hill in Hauppauge.

He cited Skurla for "his more than 35 years of exemplary leadership in the aerospace industry, during which time he has enhanced the quality of life not only for Long Islanders but for a world community."

The award is presented annually to a person who has contributed significantly to the growth and vitality of Long Island through leadership in business, industry, government, education, social work or community service.

He's honored. *Ben Burns (R) is congratulated by Sr. Vice President-Operations Larry Mead as he receives the Society of Logistics Engineers (SOLE) award of merit. Burns, a technical specialist in the Integrated Logistics Support Department, won the award "in recognition of his impressive record of service on SOLE's board of directors." He was also named a fellow of the organization.*

Hebron wins Kiwanis Governor-elect post

The new governor-elect for the Kiwanis International's New York District is James T. Hebron, a Grummanite at the Calverton test facility. He won the election running from the floor, an achievement without precedent according to a Kiwanis spokesman. It is expected that next year Hebron will serve as governor for the New York District which is made up of 14,000 members in 360 Kiwanis Clubs throughout the state.

GRUMMAN plane news

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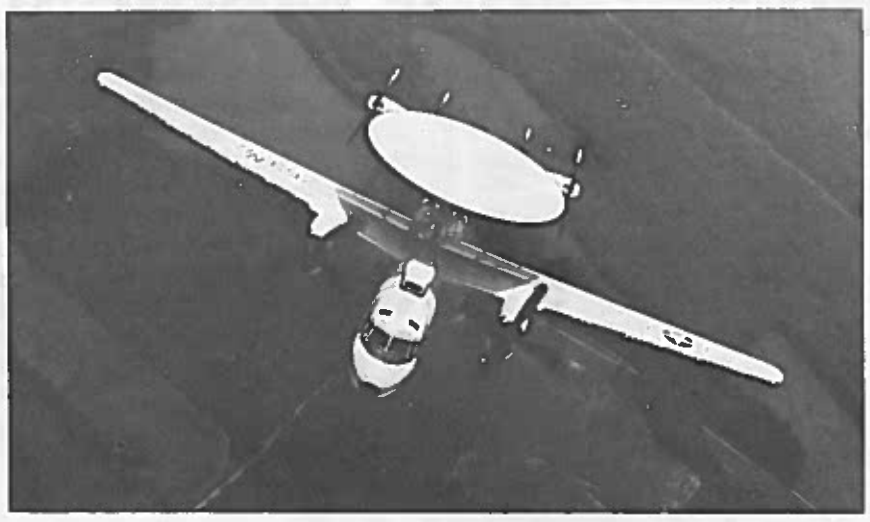
516-575-3293

And the winner is . . . *Grumman Corporation Chairman Jack Bierwirth (L) draws the name of a lucky United Way contributor at the first prize drawing. Helping to spin the drum are campaign co-manager Margaret Armstrong, director Rolf Larson, and manager Bill Bruns.*

New Hawkeye Contract



Grumman has been awarded a $10 million contract to retrofit four E-2C Hawkeyes with Advanced Radar Processing Systems (ARPS).

The work of retrofitting the four planes will begin in 1980, and the company is now in the process of completing similar work on three other E-2's. All Hawkeyes built since 1975 already have the ARPS, but 29 that were built before '75 did not. The radar is manufactured by General Electric.

Groups Back United Way 100%

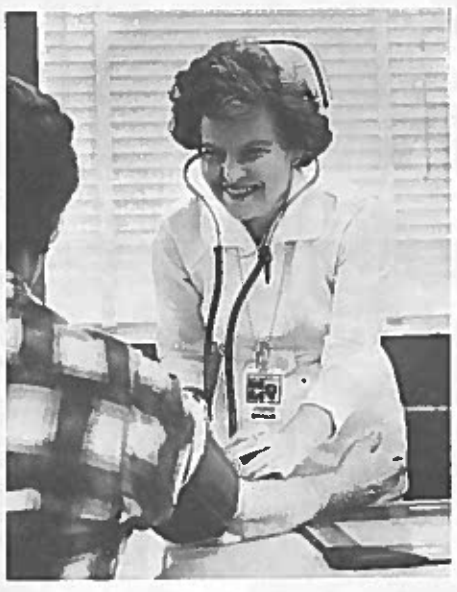
Results are still being tabulated as this year's United Way campaign draws to a close; but as PLANE NEWS went to press, the following groups had hit 100 percent participation in the drive:

Material Management, which was the largest group (595) and the first to make 100 percent, deserves a special nod; Motivational Programs, Security and Personnel Management and Staff, Manufacturing Management and Staff, Product Development Center's Material Management, Property Management, Business Analysis, Bethpage Airport Operations, Plant 4, Calverton Airport Operations, Great River Quality Control, and Business Development's Product Development Center.

The appreciation drawing for all United Way contributors who are currently on payroll deduction was held on Friday, Oct. 19.

Winners of the November 2 drawing, for those currently on payroll deduction and those who joined during the first week of the campaign, will be announced in the next issue of PLANE NEWS.

Two drawings are slated for November 30: one for "generous givers" and those who increase their donation by 50 cents per week or more, and a final drawing for all Grummanites who contribute to the drive. The top prize in that drawing will be a silver 1980 Chevrolet Chevette with burgundy interior — not a Mustang, as previously reported. A four-door model, the car is equipped with automatic transmission, power steering, power brakes, tinted glass, radial whitewalls, sport mirrors, rear window defogger, and air conditioning.



Newly elected. *Mary Hutter, a staff nurse of the Grumman Medical Department, was recently elected a director of the New York State Association of Occupational Health Nurses. A Grummanite for 18 years, she is also president of the Long Island Association of Occupational Health Nurses.*

Project Sterling Pays Off

Two unusual Project Sterling awards were given recently; Larry Fontana for his 50th approved suggestion, and Penny Baldassare and Dick Cleary for their exceptional efforts in throwing things out.

Larry Fontana, a night foreman in Steel Parts, has been sending in ideas since 1969. He has submitted a total of 102 suggestions in 10 years, and says it's gotten to be a hobby of sorts.

"It's good for the company, and it's good for me," says Larry. "It's fun to find a quicker, better way to do things, and it's gratifying to see your ideas put to work. I like the money, too!" Larry figures he's won over $2,000 in Project Sterling prizes.

Larry Fontana

Penny Baldassare and Dick Cleary of the Business Development Data Bank staged a massive cleanup campaign. By encouraging people in Business Development to destroy superfluous or outdated classified documents, they effected cost savings of $93,690 in six months.

Because classified documents require special handling, processing, storage, and personnel to keep track of them, keeping them after they've outlived their purpose is very expensive. The Business Development Data Bank estimates that every time the company can destroy a secret document, it saves $8; destroying a confidential one saves $5.

"The toughest part is getting people to give the documents up," says Penny. "We reassure them that they're not giving them up forever, that we can put it all on microfilm if necessary. You can put 2,000 frames — pages — on one microfilm cassette. That one cassette takes the place of an entire file drawer full of paper."

Circle your calendar:
December 6
25 year
luncheon

Deadline Approaches

Select Your Medical Benefits

If you want your ears pierced or your nose overhauled into something that looks less like Ernest Borgnine's, you'll have to pay for it yourself.

However, for less whimsical medical needs, Grummanites have to make their decision by November 30: membership in a health maintenance organization (HMO) or traditional medical insurance coverage.

The HMO option was discussed in the last issue of PLANE NEWS. And the information on "regular" coverage is on pages 9 through 15 of the group insurance booklet issued by the Insurance Department last year. If you can't locate your copy the department will gladly send you another.

The booklet outlines hospital, surgical, and medical benefits, radiation for malignancies and electroshock therapy, diagnostic x-ray and laboratory benefits, emergency medical expense and major medical benefits.

Perhaps the most obvious difference in coverage between the HMO's and traditional insurance is in the "deductible." In the HMO's, virtually everything is covered: regular check-ups, preventive care, office visits. With traditional coverage, check-ups and preventive care are not reimbursible. Major medical works in conjunction with the basic insurance; office visits are covered by major medical after the deductible of $100 per illness has been paid. After the deductible has been satisfied, the plan pays 80 percent of the doctor's fee.

Listed below are a few questions and answers on traditional coverage which were prepared by the Insurance Department:

Q. Are all my hospital expenses paid?
A. Charges for semi-private hospital room are paid in full for 365 days. Full payment is also made for miscellaneous hospital charges such as medication, blood, use of the operating room, anesthesia, etc.

Q. If I need an ambulance, will that charge be covered?
A. Transportation by ambulance will be paid in full but limited to the first trip to and from the hospital for any one injury or illness.

Q. Are all my surgical expenses covered?
A. Eighty percent of the maximum reasonable and customary charge will be paid; the remaining 20 percent will be eligible for payment under major medical, which supplements the basic insurance.

Q. If I have an accident and am treated in an emergency room of a hospital or in a doctor's office, are those charges covered?
A. Treatment given within 72 hours of an accident as an outpatient or in a doctor's office, and follow-up care within six weeks, are payable up to a maximum of $150.

Q. Am I covered for office visits and prescriptions?
A. Charges for office visits and prescription drugs are covered under major medical. There is a $100 deductible per illness charge, and then major medical picks up 80 percent of the remaining covered expenses.

Q. Does the plan pay charges for psychiatric or psychological counseling?
A. If you are not confined to a hospital, charges for psychological testing and psychotherapy are limited to $30 per visit.

Q. If I am confined to a hospital for a mental or nervous disorder, is the psychiatrist's fee reimbursible?
A. Yes, in accordance with the regular reimbursement plan for hospital confinement. Daily visits of your physician are reimbursed at the rate of $10 per day by basic insurance; the excess is eligible for payment under major medical.

If you have any additional questions about the plan or need a copy of the booklet, contact the Insurance Department on Ext. 3146; mail stop A10-28.

calendar

Amateur Radio Club: Wed., Nov. 28, WA2LQO Radio Shack, Pl. 5 roof, 5 p.m.; "The Use of Computers in Amateur Radio." Grumman employees welcome. S. Courtney, Ext. 2536

American Society of Mechanical Engineers: Sat., Nov. 17, Tour of L.I. Railroad Facilities, Jamaica, N.Y. Leave on special R.R. car from Lake Ronkonkoma, 11:05 a.m. and Hicksville, 11:52 a.m.; $3/members, $4/non-members. For reservation call H. Wicker, Ext. 5422

Chess Club: Wed., Nov. 14, Tues., Nov. 20 and Wed., Nov. 28, Pl. 30 caf., 4:30 p.m. Grumman employees only. K. Marley, Ext. 4901

China-Burma-India Vets Association: Wed., Nov. 21, Pl. 28 conference room, 5 p.m., business and social meeting; invitation only. W. Pytlowany, Ext. 8397

Coin Club: Wed., Nov. 14 and Wed., Nov. 28, Pl. 25 vendor conference rooms, 12:05 p.m. Grumman employees only. K. Hale, Ext. 3717

retirees

On behalf of their fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retired recently are:

Vincent Taibbi (35), Edward Mantell, Jr. (6), Charles Vassallo (3), Robert Bednor (2), Lillian Rese (43), John Boyle (88), Joseph Walker (43), William Bassett (7), Edward Hogan (5), Harry Pope (35).

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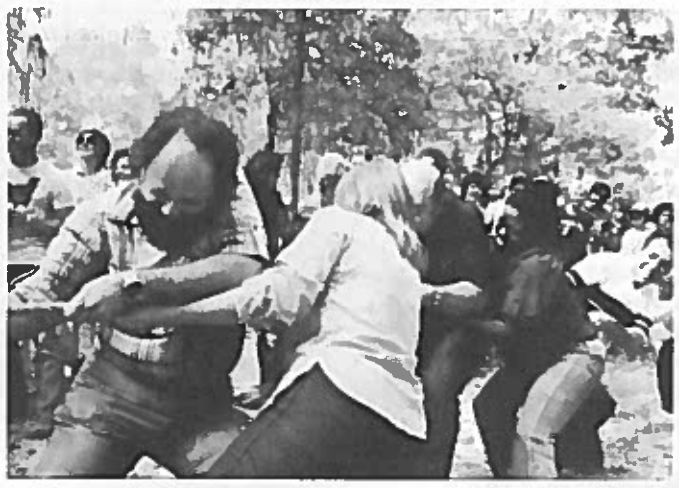
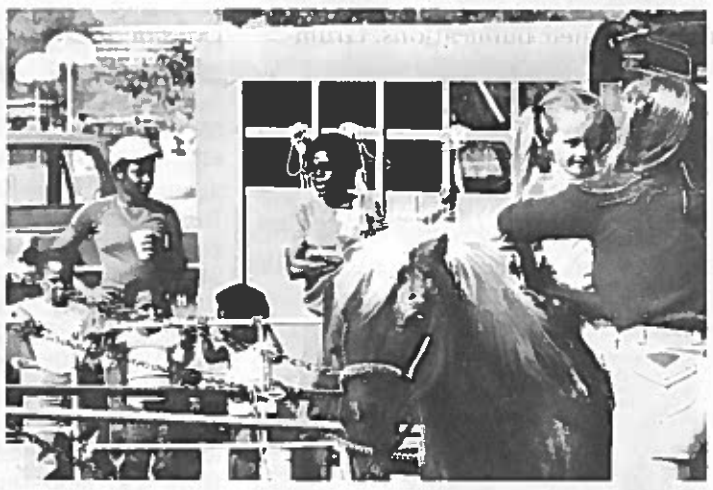


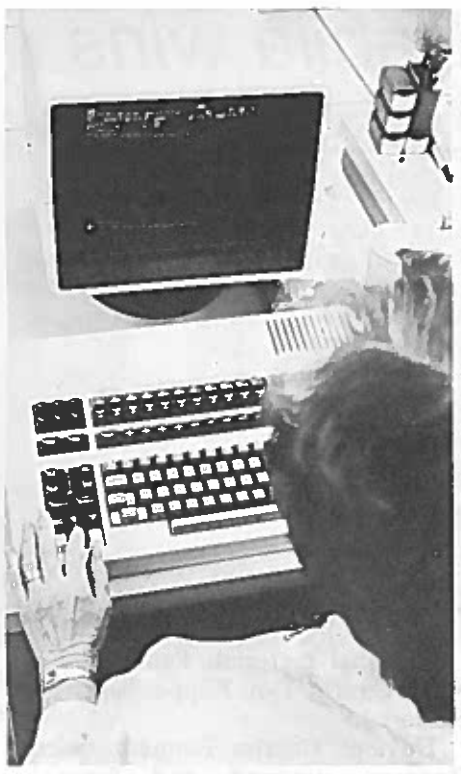
Houston



Los Angeles

Houston

Milledgeville



Pubs drafts computer called 'Adam'

The Seventies mark a revolutionary decade for the newspaper and magazine industries. More and more publishers are utilizing sophisticated computer systems to assist in producing their publications. Grumman Aerospace is also a member of this growing contingent.

In May 1979, Publications began using the Corporate Automated Text Management System (CATMS). Today, technical manuals can be produced from typesetting to layout to camera-ready copy more efficiently than before. Corrections in text or layout can easily be made. And once the manual is stored in CATMS, revisions and updates can be incorporated.

Completion composition

Known in the Plant 15 computer room as "Adam," CATMS is more than just a word processor. When text is keyed into the computer with the proper coding, CATMS will compose, and produce entire pages on magnetic tape to the proper format and specifications, with a variety of type faces and styles, and even ruled tables.

"Without CATMS, we'd have to produce copy on a typewriter and type considerably more pages to accommodate text flowing from page to page as a result," says Mike McCormack, Publications staff assistant. "When we revise a book on the CATMS, entire pages are recomposed automatically, then verified on the graphic display terminal and processed to complete pages ready for the phototypesetter."

CATMS consists of a central processing unit, two 33 megabyte disk drives, a nine-track magnetic tape drive, a line printer, eight video display terminals, and a graphic display terminal.

Considering that Grumman Publications produces approximately 200,000 pages annually, the CATMS is destined to be a big help in cutting both time and costs.

Productive future

To date, between 30 to 40 books have been stored in the data bank and over 10,000 pages produced with CATMS—even though "Adam" has only been working for less then six months. "Taking into account that we've been learning and adjusting to this new system, we foresee a very productive future," states Gerry McHugh, who oversees the operation of the CATMS hardware and software.

When any new computer system is introduced, there is widespread apprehension. Will the computer eat up my copy? Will it complicate operations? "A number of people were skeptical about placing their manuals into CATMS," says Evelyn Doherty, lead operator. "Now after everyone has had a chance to see what 'Adam' can produce, everyone wants to have his books produced here."

Apprehension and fear of the unknown were also felt by the eight women assigned to the new computer room. In spite of their extensive background in typography and military specifications, there was a great deal to learn about coding the source data to reflect that expertise. "I hated it in the beginning," says Carol LaMendola.

"The 2½ week training period was extensive and mind-boggling."

It took LaMendola and her coworkers a number of weeks to begin to trust "Adam." "I shared the common dislike of computers that many people have. For instance, when you call the store to straighten out your credit statement people say 'It was the computer's fault.'

"What I've realized working with CATMS is that it is the human being who's giving the computer commands that makes the error, not the computer." When the women run up against a problem they join forces to find out what went wrong. "Once we caught onto the language, we began to build 'libraries' of information to share with each other. We also hold meetings to share learning experiences."

LaMendola admits it's gotten to the point that "computerese" is a part of her vocabulary. "When we meet for lunch we talk about inputs and coding terms and others in the plant have no idea what we're talking about."

Her family considers their mother to be a computer expert, too. "Whenever a show features computers, my children ask if that's my computer. Lou Grant's staff and I have a lot in common." So does Newsday, Forbes magazine and dozens of others using ATEX equipment.

In fact, Grumman purchased the most advanced system, ATEX Release III. The ATEX company has even developed new features for the system right in Plant 15. "Our ATEX is definitely a step above the correct systems used by most operations in the publishing industry," says Jerry Michael, system analyst.

Grumman's Corporate Systems and Procedures began researching the possibility of purchasing a CATMS for Publications last year. "After extensive reviews of what the users in Pubs needed, we began investigating the latest computer systems that would help them do the job," says Michael.

'The way to go'

The study committee visited numerous companies and publishing houses to see all the considered systems in action. "Because we produce technical manuals according to military specifications, the ATEX Release III with its layout format feature and other abilities was the way to go." For instance, once a Navy or Air Force technical manual is stored in CATMS, changes and updates can be easily incorporated into the manuals.

Many Navy and Air Force officers have taken the grand tour of the Plant 15 computer room and seemed quite pleased with the new system, reports Michael. Though the EF-111A manuals are still being written, they are slated for production via CATMS.

Judging from early signs, "Adam" has made a lot of new friends in Grumman Publications and is bound to make even more as time progresses.

Dahlia wins best in show

Retiree Karl Hagen had a lot to carry home from the Grumman Garden Forum's fall show: all of his entries, plus six prizes — including the best in show award for a single, elegant dahlia.

Vice President-Treasurer Carl Paladino presented the awards. The winners in their categories were:

Dahlia: Karl Hagen (first, second and fourth place), Joan McGuckin (third place).

Seasonal assortment: Lillian Fink, Dot Kappenberg (second and third), Gerry Berman.

Seasonal material: Paul Hookey, Mike Smith, Dot Kappenberg, Peg Hilbert.

Novice: Charles Bennett, Gerry Berman (second and fourth), Mickey Krayeski.

Arrangements: John Gatti, Karl Hagen, Dot Kappenberg, Bernie Lang.

Fruits: Charlie Chlanda (first and third), Helen Chlanda (second and fourth).

Vegetables: Dennis Winkler (first and third), Mike Ritche, Gerry Berman.

Vegetables: Mike Gabriel (first and second), Frank Bollero, David Kleinman.

Houseplants: Judith Cote, Lillian and Ed Vasta, Jane Eglin, Mike Smith.

Houseplants (hanging baskets): Peg Hilbert, Bill Pietauszewiez, Dot Kappenberg, Estelle Hockstadt.

Bonsai and succulents: Eugene McCormack, Dick Imgram (second and third).

Special certificates went to Bonnie Simpers, Karl Hagen, Mike Smith, Norma Rooney, and Rainy Gallant.

Plant 1 breed takes bocce title

The Mixed Breed continues to reign in the Bethpage bocce kingdom. The Plant 1 squad successfully defended its title at the 2nd annual GAA Bethpage bocce tourney.

Eight teams from Plants 1, 15, 25 and 35 entered this year's tourney of champs. In the first round, the Mixed Breed easily knocked off Pallina Persone of Plant 25, 13-1, 13-1. Plant 35's Linguini was the next victim, when Mixed Breed won, 13-6, 13-10.

In the final round, the Woppers from Plant 35 tried to beat the defending champs. They were unsuccessful; the Mixed Breed swept the best-of-three series, 13-4, 13-6.

Big Apple runners. *Joining the thousands of runners in the 1979 New York City Marathon were the following Grummanites (with times): kneeling (L to R) Robb Ogilvie, 3:36; J. Thomas Kelly (official); Robert Phear, 3:45; Hy Garnett, 5:18; and Robert Pollak, 3:44; standing — Robert Rennie, 3:45; Ralph Palomba, 4:30; Bill Dunmyer, 3:12; George Beattie, 3:34; Joe Caldwell, 3:10; and Pat Farrell, 3:11. Not pictured: Bill Giesler, 4:10; Mel Gough, 3:33; Paul Pittari, 4:30; and Barry Klecan, 4:34. The race was 26 miles. (Photo by Marie Trimborn)*

ENERGY TIPS

To get the most from your energy dollar, the Energy Conservation Services Group of the Facilities Engineering Department and the U.S. Department of Energy offer the following tips.

Remember the ABCs of driving:

- *Anticipate* stops, turns, lights, traffic, hills.
- *Buffer* yourself from other traffic; leave room to react.
- *Conserve* momentun by avoiding unnecessary braking, turning, accelerating.
- *Decelerate* using the natural resistance of the engine, road and tires.

Members of the championship squad are Al Garbarino, Charlie Meyer, Mike Sabia, Paul Zurlo, Bill Martin, Jack Ferguson, Al Friedman, and Ed Krol.

- *Economize* in motion; start smoothly and quickly; keep a steady pressure on the gas pedal.
- *Fix up* your car; maintain correct tire pressure; keep your engine in tune.

And see if you can meet the challenge of driving 15 miles less per week.

- Set aside one day a week as your *"car free" day* when you don't drive.
- Join a *car pool* and share a ride to work, school or shopping.
- Trim your driving by taking the *shortest routes* and shopping close to home.
- *Think ahead* and make sure each trip is necessary.
- Take *public transportation* whenever possible.

Remember, driving at 55 mph rather than 70 can save enough gas to equal a six cent a gallon price reduction. And it can mean a considerable savings in traffic fines.

Personals

We wish to thank all Ron's friends and co-workers for the warm response and support you showed our family at Ron's funeral. It was a tremendous assistance in our sorrow knowing Ron was loved by so many. Nick D'Amico and Family and Mr. and Mrs. Andrea D'Amico

I wish to express deep gratitude to my friends, co-workers and Employee Services for the kind expressions of sympathy extended to my family and myself during the recent loss of my father. Kaye Perry

My family and I would like to express our deepest gratitude to fellow Grummanites and Employee Services for their kindness and sympathy during the recent loss of my mother. Ray Lazar and Family

My family and I would like to express our deepest gratitude to all my fellow Grummanites for their kindness and sympathy during the loss of my father and my own illness. Abe Fernando

Bite the bullet

Grumman was well represented when the L.I. Industrial Pistol League opened its 20th season recently. Six Grumman squads are entered in various categories and divisions.

In the conventional .22 league No. 1, the Grumman varsity pistol team defeated the Village Employees Gun Club of Rockville Centre, 1052-1012. Al Berka led the varsity by shooting 267. Others participating were Ed Kovacs, 263; Phil Boehm, 262; and Gordon Woodruff, 260.

The first match in the conventional .22 league No. 2 featured the Grumman "B" versus the Grumman "E" team. The "B" team was victorious, 987-977. The winners were Mort Weinberg, 259; Doug Cooks, 247; Bernie Boyle, 243; and Joe Parisi, 238. Top shooters for the "E" group were Tom Lovatt, 261; Joe Gorman, 242; Jim McCann, 237.

The Grumman "C" contingent outshot the Grumman "D's" in the opening match of the conventional .22 league No. 3. Winning leaders were Hank Courten, 262; Dick Van Valkenburgh, 239; Emil Babyak, 235; and Ed LeCun, 234. Strong finishers for the "D's" were Art McKee, 244; Greg Criscione, 231; Jerry Minerva, 231; and George Turney, 229.

In the international center fire pistol competition, Grumman is looking for its fourth championship title. The Grumman Tomcats started their quest for the 1979-80 title by crushing the Rockville Centre team, 1076-953. Top marksmen were Tom Lovatt, 274; Ron Trenkner, 270; Emil Babyak, 268; and Phil Boehm, 264.

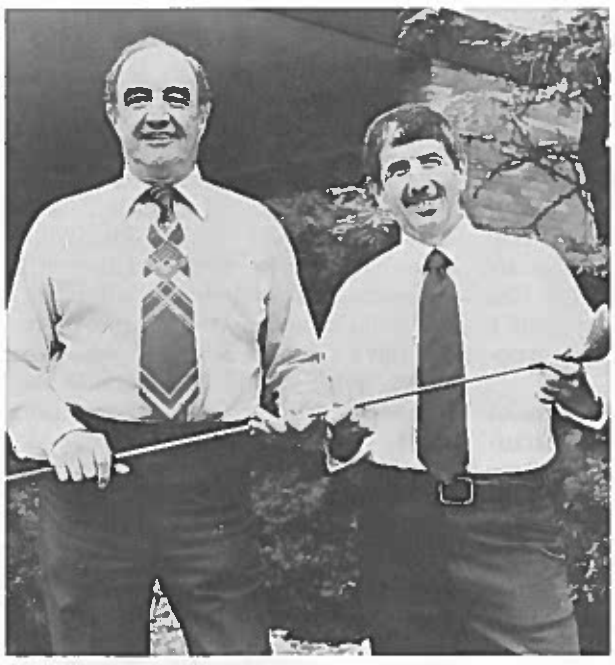
Conventional teams are limited to a roster of 15, and Grumman still has some spots open for competitive shooters. In addition, there is always room on the open fire team. Don't by shy; the scoring system always uses the top shooter's score, so you can not hurt your team's standing by mistakes. Call the GAA for further details on Ext. 2133 or 2269.

obituaries

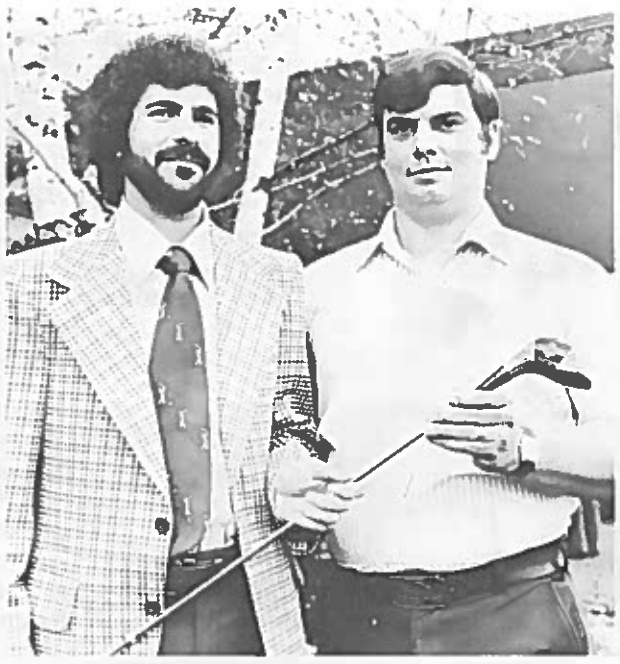
THOMAS HARADEN of Information Rec. and Service, Plant 35, died October 17 at the age of 65. He had been with the company since 1966 and resided at 1 Beach St., Farmingdale.

PAUL CHALDARIS of Elect. Box Pan and Draw Fab., Plant 43, died October 26 at the age of 53. He had been with the company since 1966 and resided at 6 Baywood Lane, Bayport.

1979 golf champs



Worm Burners League. *(L to R) Harry Hanson and Phil Lagan*



Great River Green League. *(L to R) John Zanghi and John Marques*

Facilities Eng. League. *(L to R) Frank May and Charlie Schwalbe*

Flying Lynx League. *(L to R) Dan Ryan and Jim Minsky*

OE&M League. *(L to R) Jack Jenkins and Mike Bergin*

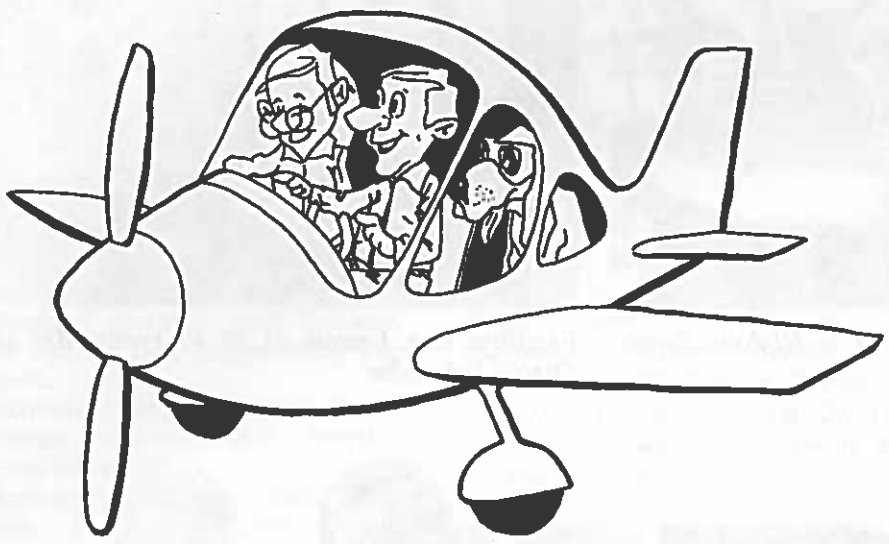
Calverton League. *(L to R) John Gutkes, Alex Harvey, Al Johnson and Dick Murgatroy*

Peconic League. *(L to R) kneeling — Paul Godsman, Joe Doran; standing — Dennis Neuhaus, Dan Dinkel, Frank Milordi, Jack Strong, Jim Chisholm, Tom Tokosh and Dick Orr (Not available for photo: Bob Murray)*

Flight Test Center League. *(L to R) Fred Avril, John Auzins, Jack Strong and Dick Orr*

GRUMMAN Flying Club

340 Members Call It A Romantic Bargain



Takeoff is quick and gentle; the little Cessna climbs effortlessly into the sky, leaving traffic and noise and people far beneath it. It's a clear day and you really can see forever.

Flying is a lot more expensive than, say, duplicate bridge. But for pleasure, excitement, and the sheer romance of being alone with the clouds, the members of the GACE Flying Club figure it's worth every penny. And the bonus for club members is that they're paying an average of one third less for their flying than they would on the outside.

The GACE (Grumman Aerospace Corporation Employees) Flying Club has been in existence since 1965. It has grown from 10 members to become one of the largest non-profit flying clubs in the country with a roster of over 340 people. Careful financial management has been an important factor in the club's success. "We've never been in the red," states Hal Smith, the club's chairman of the board of directors, "and we've operated our own fleet for over nine years."

Fleet of Five

GACE's first acquisition, a simulator bought in 1969, is the only item of the original purchase the group still owns. The airplanes are sold and new ones purchased as their air time accumulates; usually when they are due for engine overhaul. At present, the club owns five airplanes.

Some members cite the club's camaraderie, the fun of being with others who share their interests, as prime reasons for belonging. But the economic factor is the big one for most.

For instance, if you wanted to get a private pilot's license, the bill from a local flying school would be anywhere from a minimum of $1,500 to an average of $2,500 depending on how many hours of instruction you require. But with the GACE Flying Club, that goes down to about $1,000 to $1,700.

"I wouldn't be flying except for the club," says Larry Hahn, a member since 1971. "The low rates make it feasible. The other thing that makes the club attractive to me is the emphasis on safety. I'm sure all schools stress safety, but I think training with GACE is especially rigorous."

The club offers ground school for private, commercial, instrument, and flight instructor licenses, and special courses such as pinch-hitter and a stall/spin clinic. Flight school includes all those courses, plus airline transport pilot training as well. Eleven of the club members serve as FAA certified flight instructors. All classroom courses are taught at Plant 28; all flying is done from Long Island MacArthur Airport where the club's planes and their office are located.

Membership Costs

There are two ways of joining the GACE Flying Club: regular membership and special membership. Special members pay only a $10 initiation fee and annual dues of $24, but they pay higher rates for using club equipment. Regular members pay a $250 initiation fee, and monthly dues of $20, but they may use club equipment for much lower rates.

"Generally, we recommend regular membership to the person who wants to learn to fly, or wants to get additional training, and will fly at least 24 hours per year," says Smith. "On the other hand, if you want only ground school, pinch-hitter training, use of the simulator, or the opportunity to fly different aircraft occasionally, then special membership makes more sense. Some people join just for the social aspects, and we welcome that, too."

The club holds monthly membership meetings in Plant 28 featuring movies and guest speakers. Other activities include fly-ins, dinner dances and parties.

Membership is open to all Grumman employees, their families, as well as job shoppers and vendors assigned to Grumman. "We have a really good mix of people," says Ken Haller, the club's President. "We have a few husband-and-wife members, some teenage offspring, and even a couple of grandmothers. We have people from all job categories, both inside and outside the company. Flying is their common bond.

Newcomers Welcome

"We encourage anyone who's interested in joining the club to come down to Long Island MacArthur or attend one of our meetings. Just ask anyone in the club; they'll tell you all about why they love to fly," Haller adds.

Club member Lou DeAngelis explains it this way: "When you're flying, you're in a world all your own. Nothing else seems to matter. But basically, I think I just like the way everything down here looks from up there."

(For more information, contact Hal Smith, Ext. [115] 3434, or Ken Haller, Ext. [115] 3530.)

Art & Photography

Annual Show To Open This Month

If you're a wizard of oils or nonpareil with a Nikon, the 1979 GAA Art and Photography Show could be your chance to be discovered.

Entries will be accepted at the Plant 28 auditorium on November 12, 13, and 14 between 12 and 1:00 p.m. and between 4:00 and 6:00 p.m.

Show hours are 4:00 to 6:00 p.m. on November 15 and 16, and from 1:00 to 4:00 p.m. on November 17 and 18. Awards will be given on Nov. 16 at 12:00 p.m. For more information and contest rules, call GAA on Ext. 2133.

GRUMMAN plane news

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